



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

MAY 26 2004

OFFICE OF
AIR AND RADIATION

Mr. James Valentine
Clean Diesel Technologies, Inc.
Suite 702
300 Atlantic Street
Stamford, CT 06901-2522

Dear Mr. Valentine:

The U.S. Environmental Protection Agency (EPA) has reviewed your request for an extension of the verification of the Clean Diesel Technologies, Inc. (CDT) Platinum Plus Purifier System, which includes a Diesel Oxidation Catalyst Muffler (DOC) in combination with the Platinum Plus Fuel Borne Catalyst. Based on our evaluation of the verification application and test data, EPA hereby verifies that this technology reduces emissions of certain criteria pollutants by the percentages described in the table below as compared to a baseline engine running current highway diesel fuel with a sulfur content of less than 500 ppm.

This technology combination is approved for use on the following two categories of engines and/or vehicles provided all of the required operating criteria are met as described below:

I. All 4-stroke, highway, medium-heavy and heavy-heavy duty diesel engines including, turbo-charged or naturally aspirated, mechanically or electronically injected and originally manufactured from 1988 through 1993 model years.

Technology	Fuel (sulfur content)	Particulate Matter (PM) %	Carbon Monoxide (CO) %	Hydrocarbons (HC) %	Oxide of Nitrogen (NOx) %
Platinum Plus Purifier System	≤ 15 ppm	50	50	47	5
	< 500 ppm	41	16	25	0

II. All 4-stroke, highway, medium-heavy and heavy-heavy duty diesel engines including, turbo-charged or naturally aspirated, mechanically or electronically injected and originally manufactured from 1994 through 2003 model years.

Technology	Fuel (sulfur content)	Particulate Matter (PM) %	Carbon Monoxide (CO) %	Hydrocarbons (HC) %	Oxide of Nitrogen (NO _x) %
Platinum Plus Purifier System	≤ 15 ppm	40	50	50	5
	< 500 ppm	25	40	40	2

The following operating criteria must be met in order for appropriately retrofitted engines to achieve the aforementioned emissions reductions:

1. The engine exhaust temperature must be at least 225 degrees C during 15% of the engine duty cycle.
2. The engine should be well maintained and not consume lubricating oil at a rate greater than that specified by the engine manufacturer.


EPA estimates that these systems will incur no discernible fuel economy penalty when used in a compatible application.

Information on the Platinum Plus Purifier System, percent reductions, applicable engines, and in-use testing program will be posted on the EPA Voluntary Diesel Retrofit Program website (www.epa.gov/otaq/retrofit). As you know, CDT will be responsible for completing the required in-use testing program and for submitting all in-use testing data to EPA.

This letter supersedes my earlier Platinum Plus Purifier System verification letter of October 7, 2003.

Thank you for participating in EPA's Voluntary Diesel Retrofit Program. If you have any questions or comments, please contact Carl Wick, of my staff, at (202) 343-9331.

Sincerely,


Merrylin Zaw-Mon, Director
Certification & Compliance Division
Office of Transportation and Air Quality